

MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ☐
no ☐

Property Name: Nottingham/Philadelphia Road Neighborhood Inventory Number: BA-3164
 Address: Philadelphia/Nottingham/Ravenwood Road Historic district: yes ☒ no ☐
 City: Baltimore Zip Code: 21220 County: Baltimore County
 USGS Quadrangle(s): Middle River
 Property Owner: Multiple Owners Tax Account ID Number: multiple
 Tax Map Parcel Number(s): Multiple Tax Map Number: 82
 Project: Campbell Boulevard Extension Agency: Baltimore County Government
 Agency Prepared By: A.D. Marble & Company
 Preparer's Name: Stephanie Foell Date Prepared: 5/5/2004
 Documentation is presented in: _____
 Preparer's Eligibility Recommendation: _____ Eligibility recommended ☒ Eligibility not recommended ☐
 Criteria: A B C D Considerations: A B C D E F G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
 Name of the District/Property: _____
 Inventory Number: _____ Eligible: yes Listed: yes
 Site visit by MHT Staf yes ☒ no ☐ Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

Architectural Description

The Nottingham/Philadelphia neighborhood is comprised of residential buildings dating from the 1920s to the 1980s. The oldest buildings flank Philadelphia Road/Maryland Route 7, an early turnpike in the region. These houses are vernacular examples of common rural buildings of the time and include I-houses, bungalows, and an interpretation of a Cotswald cottage. Later residences date primarily from the 1950s during a period of intense construction when the majority of the Nottingham development was built. These residences consist of Minimal Traditional, Cape Cod, and Colonial Revival dwellings and most are clad in brick. Interspersed are several stone Ranch houses constructed in the 1960s. There are approximately 35 buildings in the neighborhood. Two of these buildings were previously identified but not evaluated. The house at 10000 Philadelphia Road was designated as BA-2440 and the house at 10004 Philadelphia Road was designated as BA-2441.

The residence at 9913 Philadelphia Road is an I-house form with a prominent cross-gable. The house is set back substantially from the road on a large parcel of land, and a close inspection of the property was not permitted. However, it appears to be clad in wood, with evenly placed, multi-pane, double-hung sash windows punctuating the façade. A full-width, single-story porch is located on the façade. Two interior chimneys are located on the cross-gable roof.

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MHT Comments:

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 Reviewer, Office of Preservation Services

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 Date

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 Reviewer, National Register Program

6/30/04
 Date

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A similar building is located at 10004 Philadelphia Road. It is an I-house with a projecting, central cross gable. The residence has been heavily altered. Portions of the full-width, single-story porch have been enclosed, and one-over-one, double-hung replacement windows are found throughout the building.

A vernacular interpretation of Dutch Colonial Revival architecture is found at 10006 Philadelphia Road. The building sits atop a raised, rusticated concrete-block foundation. The side-gambrel roof features a prominent shed roof dormer with two windows. Throughout the residence, six-over-one, double-hung, replacement windows occur. The off-center front entrance is sheltered by a round-headed pediment.

A small, single-story bungalow with a square footprint is located at 10000 Philadelphia Road. It has a hipped roof and a full-façade porch. Tall, double-hung windows punctuate each elevation. The building is devoid of architectural ornamentation.

A substantially altered building also dates from the earlier era of construction along this portion of Philadelphia Road. The residence, which is also in very poor condition, is located at 9907 Philadelphia Road. It retains no original materials, and original architectural details are not discernable.

The vast majority of buildings in the Nottingham/Philadelphia Road neighborhood date from the first half of the 1950s. These houses are located on Nottingwood Road, Spotswood Road, and Ravenwood Road. These residences share numerous characteristics. Most are one-and-one half story, Minimal Traditional/Cape Cod style dwellings that are clad in red bricks. Front-facing gables, many of which contain siding, are also common. Most of the houses have some type of bay or picture window. Small attached and detached garages are also common.

There are single, late examples of Colonial Revival and Dutch Colonial Revival styles. Both are vernacular interpretations that display only some of the characteristics of each style.

Other residences dating to the mid-50s display elements of the Ranch style. They are more horizontally oriented than the Minimal Traditional/Cape Cod styles and are a single story in height. Later examples of the Ranch style more fully incorporate architectural details associated with the style. These residences, which date to the 1970s, emphasize the horizontality of the style and form large rectangular footprints. Large expanses of glass which provide views to the outdoors are also common.

History/Significance

General Regional History

The Nottingham/Philadelphia Road neighborhood group is located in eastern Baltimore County in the White Marsh area. In the eighteenth and nineteenth centuries, much of the area developed as a result of its proximity to Philadelphia Road, a major thoroughfare within the region. From the early years of settlement into the twentieth century, much of the land of this portion of Baltimore County was involved in small-scale farming. After World War II, the growing suburbanization of the Baltimore region reached White Marsh and much of the farmland was subdivided into smaller lots. Many post-War neighborhoods containing small residences are concentrated in this part of Baltimore County.

Philadelphia Road

The area of Baltimore County that is now Rosedale developed largely as a result of its proximity to Philadelphia Road/Maryland Route 7, a road that originated as a Native American trail (Brooks and Rockel 1979:134). In 1729, the City of Baltimore was platted as a future port and commerce center. During that time, surveyors laid out the Philadelphia Road, linking Philadelphia, the

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New World's largest port city, with points south and west, including Baltimore.

The roadway's importance grew over time as interstate commerce became more prevalent. By the 1740s, commercial thoroughfares were being constructed to move farm produce, mill products, lime, and iron castings to the port city of Baltimore, and taverns and hotels sprang up along the Philadelphia Road. In 1814, after several attempts to establish a turnpike, the Baltimore and Havre de Grace Turnpike Company received a charter to construct a toll road on the bed of the Philadelphia Road. The turnpike company initially enjoyed a period of prosperity. However, after only 20 years, railroads began offering intense competition (Hollifield 1978:81-82).

As Baltimore continued its expansion eastward, portions of the turnpike were ceded to the city. In 1888, Harford County assumed control of the turnpike contained within its boundaries. The end of the turnpike came in 1894, when Baltimore County assumed control of the remaining roadway within its jurisdiction.

During the twentieth century, traffic continued to increase on Philadelphia Road, particularly when automobiles became prevalent. Businesses arose along the former turnpike to serve the traveling public, and many thought the road would continue to be the favored route for those traveling between Philadelphia and points south. However, in the late 1930s, the state held discussions regarding Works Progress Administration funds available for highway construction. A decision was made either to improve the existing Philadelphia Road, by then designated as Maryland Route 7, or construct a new roadway parallel to the old one. The businesses along the existing route fought to retain their source of business, but constructing a new, parallel road became the final decision, and work commenced on the new road, the Pulaski Highway, which eventually replaced Philadelphia Road as the primary thoroughfare through the area.

Agricultural Development in Eastern Baltimore County

European settlement of eastern Baltimore County likely began circa 1660. Because of the costly and complex land grant process, many wealthy landowners purchased parcels of land in Baltimore County, viewing these holdings as either investments in the future or potential bequests for heirs. Even land that had been purchased remained vacant (Marks 2000:7).

Consequently, during the early eighteenth century, land patterns consisted of small settlements, trails, and wilderness. Small-scale farmers, woodcutters, and miners were the primary residents, not the structured society of the southern Maryland gentry. This trend continued into later centuries as farmers continued to cultivate smaller plots of land than their Southern, plantation-owning counterparts (Marks 2000:11).

White Marsh was originally part of an agricultural region. Generally, farms were small in size and produced relatively minor amounts of what were known as "stoop crops," vegetables which required bending over to harvest. These included carrots, parsnips, beans, etc. These crops were either sold at markets throughout Baltimore City (usually the Belair Market, the closest to the area) or by the farmers themselves, a practice known as truck farming which was prevalent throughout the area. Also at this time, as greenhouses came into widespread use, this area of Baltimore County became an important center for the production of year-round cut flowers for weddings, funerals, and bouquets (McGrain 1990:17).

Suburban Growth

Substantial suburban growth would not come to White Marsh until the 1940s and 1950s. Following World War II, there was a housing shortage in the Baltimore area, and developers purchased many farms for housing developments. Returning war veterans took advantage of the Servicemen's Readjustment Act of 1944, commonly called the G.I. Bill of Rights, which provided guarantees on home mortgages. Furthermore, Americans' growing reliance on the automobile allowed a massive residential shift away from Baltimore to the suburbs. This change is particularly evident in portions of Rosedale, where new streets were laid out

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Date

and small Minimal Traditional-style residences, common in the post-War years, are plentiful. Residential growth in this locality began in the 1950s and continued steadily over the following decades, with 75 percent of the 1990 extant housing units constructed between 1950 and 1979.

The Nottingham/Philadelphia Road neighborhood group is an example of an unplanned suburban neighborhood, a "cluster of buildings not conceived as a planned neighborhood or planned development and . . . built within a wide date range (Suburbanization Historic Context and Survey Methodology n.d.:b)." Unplanned neighborhoods in Maryland often developed along major transportation routes such as Philadelphia Road/Maryland Route 7, with buildings first occurring along the main route and later expanding onto new streets.

The earliest houses within the Nottingham/Philadelphia Road neighborhood grouping were constructed in the 1920s. These buildings include an I-house, bungalows, and a Dutch Colonial Revival residence. The majority of these early buildings have been altered, most notably with the application of siding and the installation of replacement windows. Following this earliest period of construction, Minimal Traditional and Ranch houses appeared in the 1950s. These buildings comprise the majority of buildings in the neighborhood. In addition to the alterations to the earliest buildings, subsequent construction in the 1960s and 70s greatly obscures the remaining historic character of the neighborhood.

Cape Cod and Minimal Traditional residences (which are not distinguished from each other by some scholars) are the consequence of the dire need for small residences in the years at the end of and directly following World War II. Quick, efficient, and affordable construction was of paramount importance, and the resulting houses display little architectural ornamentation. Commonly one or one-and-one-half stories, roofs are gabled and the eaves are usually close to the building (McAlester and McAlester 1984:477-478).

This broad range of construction dates gives the neighborhood a somewhat incoherent appearance, although all of the residences are of similar size and scale and respect a consistent setback.

Beyond the boundaries of the current area of potential effect/study area, the greater White Marsh area displays a similar lack of coherence, with turn-of-the century farmhouses intermingled with early-twentieth century bungalows and a strong majority of post-War Cape Cod and Minimal Traditional houses.

Determination of Eligibility

The Nottingham/Philadelphia Road neighborhood grouping is a collection of primarily mid-twentieth century, residences. Several residences remain from the 1920s. These earliest buildings have undergone substantial alterations to their original building materials.

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

A. that are associated with events that have made a significant contribution to the broad patterns of our history; or

B. that are associated with the lives of significant persons in our past; or

C. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

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D. that have yielded or may be likely to yield, information important in history or prehistory.

The Nottingham/Philadelphia Road neighborhood grouping is not eligible for listing in the National Register of Historic Places. Under Criterion A, it is not associated with any significant events that impacted the broad patterns of American history. Although a small subset of neighborhoods have a strong historic association with suburbanization trends and/or impacted later neighborhoods, the Nottingham/Philadelphia Road grouping does not have these important associations which would make it eligible under Criterion A. Similarly, research did not uncover any associations with prominent persons which would make the grouping eligible under Criterion B.

The Nottingham/Philadelphia Road neighborhood grouping is not eligible under Criterion C as an example of an unplanned suburban neighborhood. According to Suburbanization Historic Context and Survey Methodology, for an unplanned neighborhood to be eligible under Criterion C, it must possess an exceptionally high level of integrity of materials, design of individual properties, feeling, and setting to represent a direct association with the suburban movement. Most of the residences in the Nottingham/Philadelphia Road grouping retain little architectural integrity due in large part to alterations in building materials and fenestration. No properties within the Nottingham/Philadelphia Road grouping are individually eligible for the National Register. The neighborhood was not evaluated under Criterion D.

Key References

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Nottingham/Philadelphia Road Neighborhood
Baltimore County, MD

SFoell

11/2004

MD SHPO

View of Philadelphia

Road Streetscape to the west

1/11

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Ravenwood Rd Streetscape,
View to the west

2/11



BA - 3164

9220 and 9222 Nottingwood Road -

Nottingham/Philadelphia Road Neighborhood

Baltimore County, MD

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View to the NE

3/11



BA-3164

9222 and 9224 Nottingham Rd —

Nottingham/Philadelphia Road Neighborhood
Baltimore County, MD

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View to the NE

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BA-3164

9908 Nottingwood Rd - Nottingham/Philadelphia
Road

Baltimore County, MD

STell

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View to the SE

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9219 Ravenwood Rd - Nottingham / Philadelphia
Rd. Neighborhood

Baltimore County, MD

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View to the SE

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9222 Ravenwood Rd - Nottingham/Philadelphia
Road Neighborhood

Baltimore County, MD

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View to the NW

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Rd. Neighborhood

Baltimore County, MD

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View to the NW

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923 2 Ravenwood Rd / Nottingham - Philadelphia
Road Neighborhood

Baltimore County, MD

S. Foell

November 2004

MD SHPO

View to the north

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BA-3164

1314 Spotswood Road - Nottingham/Philadelphia
Road Neighborhood

Baltimore County, MD

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View to the SE

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9919 Philadelphia Rd - Nottingham/Philadelphia
Road Neighborhood

Baltimore County, MD

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